THE PHILADELPHIA WAYORALTY.

McClure's Acceptance of the Proffered Nomination as the Constitutional Candidate-His Speech-The True Issue Before the People-The Duties of Hospitality in 1876-The House To Be Set in Order.

PHILADELPHIA, Pcb. 1, 1874. At the presentation to Colonel McClure last evening of the nomination of the independent Section for the majoralty of the city of Phila-delphia he made a brilliant and emphatic speech. In it he reviewed the history of the faults in the municipal government, exposed the frauds of the old system, charged the crime and disorder under those to whom it was due and stated with indgment, discrimination and clearness the true long, and is highly praised for its force and nce. After the fine introduction which he

The issue in this election presented is so prain that he who runs may read. The men who assailed the new constitution with bitterness and blas-phemed it boidly, and feil in the struggle by an overwhelming vote, now reappear before the tribunal of the people and ask that they shall be charged with the introduction and enforcement of the reforms declared for on the 16th of December. The citizens who battled for reform and gave it a

the reforms declared for on the 18th of December. The citizens who battled for reform and gave it a decisive victory over these officeholders are now asked to stultily themselves and say that the men whose abuse of power made constitutional restraints a subreme necessity are the proper men to apply the safeguards the people demanded and obtained. It is

An insult to the intelligence of philadelphia to assume that her citizens, in a mercurial freak, gave 34,000 majority for the new constitution in December, and in sixty days will, by another freak, apologize to the rulers they condemned, and submit the city and the new constitution to their administration. The action of the people logically and imperatively foroids it. By the provisions of the new constitution the people of Philadelphia have resumed their immediate authority over their own afairs, one of the reforms most desired was to strip the Legislature power their own afairs, one of the reforms most desired was to strip the Legislature of all control of our city, by special enactment, and it has been done. The legislature power ever our highways, our revenues, our expenditures, our public improvements and over all questions affecting the prosperity of the city is now irrevocably conterred upon the City Councils and the Mayor. If they are laithless, incompetent or corrupt there is no relief by an appeal to the Legislature. As the people constitute their municipal government now it must remain, without restraint or reversal, until the terms of officials expire. It is, therefore, flogical to declare that the people of Philadelphia deleated their present officials in the adoption of the new constitution, merely to give them back enlarged powers to oppress and degrade our municipality.

The people of Philadelphia, look out over your city at the candidates presented as the representative men of the present rule, to whose hands you are asked to commit your government when it is about to prepare to welcome the nations of the earth to your midst, and answer to your

tion.

ROTTENNESS OF THE OLD SYSTEM.

This is the issue to be decided in this contest, and not whether Mr. Stokley or Mr. McClure shall be the Mayor, or whether other particular individuals are to fill other particular offices. I doubt not that all the men on either city ticket would be faithful to the public interests if they owed their succe society to the approxime judgment of the people of the public interests if they owed their succes sociely to the approving judgment of the people of Philadelpha, and were free from all the exactions of those who use power to barter power to others; but no official created by this system can be just to the community and biameless in his office while it is master of the people. As long as it remains supreme in our midst no successful assault upon its picket line will accomplish substantial good. It is idle to investigate a treasurer's accounts, or to prove that contractors defraud the city, or to demonstrate to a mathematical certainty that elections are poliuted, while the system remains untouched, and has power enough to protect those who commit crime in its interest.

enough to protect those who commit crime in its interest.

DUTIES OF HOSPITALITY.

Citizens of Philadelphia, great duties press upon us. We are the people charged with the presentation of the beneficence of free institutions to the nations of the world in 1876. It profers us the highest honors ever proposed to any community in the history of any country. It must be an epoch of crowning, exceptional grandeur, or it must be a consuming shame. From the governments of Europe, from the isles of the sea and from the lands of the pagans, will come the peoples of the earth to witness the triumphs of self-government. Our house must be in order for their coming. Our government must be something more than a political system, with no higher purpose than the selfish interests of its supporters. We must turn to the mighty Commonwealth that is behind us, and gather, from her treasures the jewels of freedom. The wealth of her mines, of her fields, of her forests; the triumphs of an educated and requited industry; the fruition of our schools and colleges and churches, and all the countless blessings of a liberal Christian civilization, created by the freedom of culture, of religion and of every channel of advancement must be woven in the rich chaplet with which the Great Republic is to be wreathed. And this, the cradie of our liberty, must present the most in upon its column or blister upon its crown. Our highways must challenge the admiration of the subjects of the monarchies we have shown to be needless. Our public improvements must be imposing tributes to our thrift end progress, and our Park must be the fountain of excellence from which grateful memories will reach the remotest corners of the world. If Philadelphia can best achieve these triumphs by the maintennance of the political system 1 have assailed, it should be given a decisive victory in this struggle, and I should be deleated. The issues rise far above any man or set of men, and all I ask of my fellow cutzens is that they shall be just to themselves, to their grea DUTIES OF HOSPITALITY.

HAMILTON'S CRIME.

The Full Extent of the Defalcation Not Yet Discovered-The Case in the Grand Jury Room.

ago that the story of Hamilton's frauds was only half told and that the defalcation mounted up to at least \$75,000, the victimized taxpayers of Jersey City could hardly believe the assertion. They will and out, however, before the investigation of the onding Treasurer's accounts is completed that his peculations will not fall short of \$100,000. The suspicions regarding his tapping the public treasury, while acting as assistant to Collector Love, are so strong that an investigation of the Collector's accounts must be made before the full extent of the robbery can be realized. In addition to the \$50,000 in bonds abstracted by Hamilton there is a dedicency of \$27,000 or thereabouts, in cash, in the Collector's office. The difficulty of fixing the exact amount must be apparent to everybody. During the Collector's absence at meals, for instance, Hamilton received taxes and receipted the bills; but how much of the money received by him did he deposit in the treasury? The only satisfactory mode of testing this would be a comparison of the tax-bills now in the hands of property owners with the entries on the books. Taxpayers who have not filed their bills may find themselves compelled to pay a second time. Then comes the assessment account, in which there may be a serious dealcation. the full extent of the robbery can be real-

The Grand Jury will resume the consideration of The Grand Jury will resume the consideration of the case to-day. Mayor O'Neill and the members of the Board of Pinance have been examined. The Board have ordered an examination of all the conditions of the deposited in the Hudson County Bank, beyond, the reach of any such accommodating cierk as Mr. See. District Artorney Garretson is collecting evidence in the case, but the only clew the police have obtained as that Hamilton confided the secret of his intended departure to a few persons in Jersey City, and one of these persons is known to the police. The finding of the skeleton keys in the saie is the worst leature in Hamilton's crime. There is no trace as yet of any of the missing bonds.

ALLEGED MALEPRACTICE.

On Saturday evening one of the Coroners was called to the German Hospital, Seventy-seventh street and Fourth avenue, to take the ante-mor-tem statement of Louisa Weller, a German woman twenty-four years of age, who, it is alleged, is suftwenty-lour years of age, who, it is alleged, is suf-jering from criminal maispractice. Louisa, who had been living in the family of Mr. Rabe, No. 446 Hud-win street, for a month past, failed to implicate any one in her statement; but slight suspicion resting upon Mr. Rabe, he was arrested to await the result of the woman's injuries. Mr. Rabe, how-ever, was subsequently discharged on condition that he will appear zgain whenever his presence may be required.

FOUND DEAD.

Yesterday morning a French sailor named Prado, employed on board the Italian bark Simon Stella, was found lying dead in his bunk. The ves-sel is lying at Commercial Wharf, South Brooklyn. The Coroner has been notified.

PORK POISONING.

duction of Trichine Spiralis Into the Human Stomach-Several Persons Brought to the Point of Death-Mieroscopic Examination of the Discased Meat-Great Excitement Among a Ger-

man Population. CINCINNATI, Ohio, Feb. 1, 1874. Professor William Clendinin, who fills the chair of anatomy in the Miami Medical College of this city, returned to-day from a professional visit to Aurora, Indiana, twenty-six miles below this city, on the Ohio River. The object of his visit was the investigation of several cases of triching spiralis, of recent occurrence in that place, The first victims are Mrs. Threnart, a German widow, and her three chudren, two boys, aged fourteen and even years, and a girl aged ten years.

Dr. Clendenin was interviewed by your special reporter, and furnished the facts which follow :-

HISTORY OF THE CASE.

It appears that Mrs. Threnart had two hogs killed for home consumption about four weeks ago, one of which had been sick, after running the streets a month or so before killing. animal had what is called the "droop." was stiff in the limbs, and lost ap tite, but after dosing with sulphur and sweet milk it recovered and fattened up. A quantity of sausage was made with the meat, and of this Mrs. Threnart and her children partook freely. On last Monday it was prepared and cooked in the usual On Tuesday last the parties took sick, complained of a withering pain in the bowels, of being very tired and sore all over the surface of the body. Vomiting and diarrhoa set in, and the family physician was called. He thought the symptoms were those of typhoid fever, and treated accordingly. The illsympathy of her neighbors, and they took it in

Mrs. Buyter, wife of the Methodist minister, with her two children, the youngest only four years old, was the first nurse, and devoted herself exclusively to the Christian duty. She took up her abode in the sick house, and, when meal time came, prepared and ate some of the sausage, together with the youngest child. The other child would not touch it.

On the next day, Thursday, Mrs. Buyter and her hild were seized in the same manner as the victims she came to nurse, and still no suspicion was aroused as to the cause.

The same evening Miss Davis, aged nineteen, and Miss Mollenhoff, aged twenty, two charming young women, came to nurse the sick, and at supper partook of the sausage and some of the fried meat. They were seized with pains in the sick. An old woman prescribed hot whiskey punch and made them drink freely, which increased the vomiting, and they are now convalescing.

A lad named Krieger, who brought kindling wood to Mrs. Threanart's house, had supper and is also down with the same sickness,

Finally a Mrs. Ross came and ate of the meat and soon after took sick in the same manner as all the others; but she at once suspected the meat as the cause and said so to the physician.

MEDICAL ADVICE. He called in Dr. Sutton, of the Health Department, and a scientific analysis of the sausage, cooked and raw, was made, upon which the startling fact was revealed that the meat was literally alive with the

alive with the

TRICHINA SPIRALIS.

So tenacious is this little thing of life that it was seen to survive the pickling process and the cooking of the meat. The entire carcass of the hog that had been sick is infected; not even the bones that had been sick is infected; not even the bones being free from the invasion of the entozoon. Under the microscope it looks like knots and coils of the common earth worm, with very sharp or pointed extremities, and While this is being written a speck of the fiesh, not larger than the head of a small pin, is on view, and contains millions of the maggots wriggling and twisting about, although totally invisible to the naked eye.

When Dr. Clendenin leit Aurora last night all the patients, except the two young ladies, were still lying very ill.

still lying very il.

Were alike in all. A peculiar paieness of the skin, with a livid puffiness around the eyes, and the lower extremities puffed and swollen. They lie crouched up in bed, with the shoulders drawn forward and the knees drawn up to the chin. There is a painful weakness in the limbs. It is painful to protrude the furred and thickened tongue. The voice is busky and changed in tone. There is diarrhea, with a tendency to dysentery, thirst, complete loss of appetite, and a fever which increases towards night.

night.

DIAGNOSIS OF RESULTS.

The oldest boy and the gfri of Mrs. Threnart, and Mrs. Buyter, the minister's wife, who is a fine, healthy woman, will undoubtedly die; but some hopes are entertained that all the other victims will survive.

The adapt has constant

The affair has created

THE GREATEST ALARM

and consternation in the community of Aurora, where there is a large German population, which lives on pork and other meat of the hog kind. A crowd of them invaded Dr. Fulton's room at the hotel last evening with pieces of pork sausage and ham to have them examined for fear of trichinæ, and public confidence has been so much shaken in pork, as an article of lood, that the commodity is tabooed and it is now a drug in the Aurora market.

THE MASKED RAILROAD ROBBERS.

St. Louis, Mo., Feb. 1, 1874. Further particulars of the train robbery at Gadshill last evening are to the effect that the robbers' real purpose in stopping the train was to rob Mr. Stannchfield, Secretary of the Clearwater Lumber Company, whom they expected to be on the train with \$5,000; but he was not aboard. After the robbers had seized Conductor Alford and the other train men and placed them under guard one of the gang passed along the line of the train, flourishing pistols, and commanded the passengers to keep quiet or they would kill the conductor and engineer. Part of the band then robbed express and mail cars taking only the money They afterwards plundered the passengers. There were only twelve male passengers, five ladies and several children on the train. The total amount several children on the train. The total amount of money obtained, including \$1,080 from the express car, was \$2,344. They took only gold watches from the passengers, and returned those of General Superintendent Morley, who was on the train, and Conductor Alford, because they had their names engraved on them. The robbers also took \$800 from a citizen of Gadshill. The thieves are unknown, but it is thought that a clew to their identity has been found. They were traced to Black River, six miles west of Gadshill, but the trail was lost there. The Sheriff of Wavne county is endeavoring to organize a posse of men at Piedmont to scour the country for the robbers. It is understood that the Post Office Department and Adams' Express Company will take active and vigorous measures to capture them.

SAFE ROBBERY IN ST. LOUIS.

St. LOUIS. Mo., Feb. 1, 1874. W. W. Pyle disappeared from here yesterday with the key of Mr. B. Spyer's safe. Mr. Spyer returned home to-day, and, on opening the safe, he discovered it had been robbed of diamonds, set and unset, and gold watches, worth from \$20,000 to \$25,000. There is no ciew yet as to Pyle's whereabouts.

THE KANSAS SENATORSHIP.

No Selection Yet-The Contest Waxing Warm.

St. Louis, Mo., Feb. 1, 1874. A special despatch from Topeka, Kan-sas, says that the struggle for the United States Senatorship is becoming very warm, and great excitement exists. There is at present, however, no more probability of either party uniting on a man than there was at the commencement of the contest, and it is utterly impossible to tell who will be the successful candidate.

PRINTERS' STRIKE AT INDIANAPOLIS.

INDIANAPOLIS, Feb. 1, 1874. The Typographical Union last September decided to raise the scale of prices from twelve to twentyfive per cent over war rates. This was done in spite of a protest from the publishers, but after the panic, was suspended.

Last night they again voted the increase, which being refused by the publishers, all the printers in the Journal, Sentinel, News and Indianapolis Fubishing Company's offices struck to-day. The papers will issue to-morrow as usual, though in a reduced form. Printers are invited to come here at remunerative prices and will be guaranteed ample protections.

OBITUARY.

Right Rev. William Keane, D. D. Right Rev. William Keane, Catholic Bishop of the diocese of Cloyne, Ireland, died at his residence on the 15th of January, in the sixty-ninth year of his age. His name and reputation are worldwide, particularly for Irishmen. He was born at Castlemartyr, Cork, on the 8th of April, 1805. After having passed some years in preparatory education near his home he became a student of the Irish College at Paris. There he went through the usual course of theological training, and received full orders on the 28th July, 1828. For nearly eleven years subsequent to his ordination he officiated as Dean and Vice President of the Irish College in Paris, and the fact of that establishment having been so intimately connected with his ecclesiastical career always operated with him as one of the stimulating mooperated with him as one of the stimulating motives which incited him in after life to a constanand abiding interest in its affairs. Dr. Keane was sought out by his superfors at home for missionary work, and accordingly he was, in 1839, transferred from Paris to the curacy in Fermoy. After a year having been spent in this position he was promoted to the parish of Middleton. For ten years he was among the people of that town and parish as their chief pastor, and the memory of his good acts survives among them with unimpaired strength. In that period the parish passed through the distress and vicissitudes of the famine years, and all classes, parties and sects have remembered how he toiled among them. In 1850 the diocesse of Cloyne and Ross were separated, and by a marked vote of the clergy of the new diocesse Dr. Keane was placed dignissimus on the list. The choice of the province, and the nomination was confirmed by the Holy See, and Dr. Keane, at an age comparatively early for advancement to so high a position, was appointed the first Bishop of Ross under the new arrangement. In his administration of the spiritual affairs of Ross he fully vindicated the selection which had been made of him, and the occurrence of a vacancy in the see of Cloyne, in the vear 1857, occasioned his transfer to that wider and more extended field of episcopal labor. For seventeen years he ruled over the see of Cloyne. During that lengthened period he never spared himself. In visitations, in opening schools and convents, in conferences, in church ceremonies and in journeyings to and fro for all these purposes his life was almost absorbed. His life was diversified by frequent journeys to Rome, to Paris, Brussels and Louvaine—all undertaken in the interests of religion or education. Having been selected to act as theologian at the Synod of Thuries by his episcopal predecessor, the Right Rev. Dr. Murphy, the aptitude he exhibited marked him out for a mission to Rome in 1853 as the bearer of the Provincial Synodal decrees. Dr. Keane paid a tives which incited him in after life to a constanof the Vatican. In the sittings of that famous Parliament of the Church Dr. Keane maintained a conspicuous position, and a speech, which he delivered in support of the doctrine of Papal insallibility, won universal commendation for its thory ough erudition and logical vigor. It will be recolected that the sittings of the Council ran into the extreme heat of summer—a time when even the oldest and most acclimatized inhabitants of Rome fice from it, in order to reap the sanitary advantages of the annual villegylatura—and to this cause may be attributed the seeds of the malady which germinated in the untimely death of Dr. Keane. He suffered in a terrible degree from the suffocating and malarious climate of Rome at that particular season, and when he returned from that city to Ireland in the autumn it was a subject of general remark how he had deteriorated in physical strength. Soon after symptoms of mental decay set in, which for a time were attributed to some disease of the brain. A later and more accurate diagnosis detected the existence of heart disease, and it was then ascertained that the form under which he suffered was the cause of the head affection.

Bishop Keane patronized every national Irish movement, helped it by his volce, his pen and his purse. Even within the walls of the British Parliament his voice penetrated, and the degree of experience, ability, vigor and independence with which before a hostile committee he argued the case of the irish tenant will not soon be lorgotten in Great Britain. Exposed for hours to the frigid and supercilious dogmatism of Mr. Lowe, he maintained his position against that adept in logical fence with all the courage derived from the gostession of a good cause and a prolound knowledge of its merits and details. Even almost from his deathbed he dictated a remarkable diocesan declaration in layor of home rule, and which saggested the recent Conference in Dublin. While Dr. Keane was in most cases in perfect accord with his latty on political subjects, he never, on the very

Ramis Pacha (General Schwenzieur) died just lately at Constantinople at an advanced age. The deceased, a Prussian by birth, was one of the earliest European artillery officers who went out to Constantinople with the present Field Marshal von Moltke, nearly forty years ago, to instruct the Turkish army, with which he has ever since been identified in his own branch of the profession. Esteemed alike by Turks and Christians, his iu-

The death, from dropsy of the heart, is an nounced of Mgr. Alouvry, formerly Bishop of Pamiers (Ariége), France. Having occupied that post from the year 1846, he was transferred, in 1856, to Paris, in the parish of Saint-Sulpice. It was he who officiated at Notre Dame for the obsequies of Mgr. Darboy, and at the Madeleine for the Abbé Duguerry.

M. A. Trognon.

M. Auguste Trognon, Private Secretary and formerly Preceptor of the Prince de Joinville, has died at Paris, aged seventy-eight years. The dedied at Paris, aged seventy-eight years. The de-ceased having been the attendant of the Prince during his exile wrote a course of French history for the young Orleans Princes, which afterwards obtained the great Gebert prize at the French Academy. He had previously written a hie of Queen Marie-Amélie, published in Paris.

Father James Hamilton, for many years Roman Catholic chaplain to the British forces at Bermuda, the Curragh camp, Aldershot, and elsewhere, has died at his family residence, Tarbert, county Kerry, Ireland. He was in the fifty-eighth year of his Ireland. He was in the fifty-eighth year of his age, thirty-six of which he passed in the service of the Church. While yet a child Father Hamilton became a student of Carlow College. Having completed his ecclesiastical studies and received the order of priesthood the superiors of the college testified their high sense of his learning and attainments by conferring on him the chair of Natural Philosophy, just then vacated by the celebrated Dr. Cahill, whose place Father Hamilton continued to fill for some years with the utmost credit to himself and the greatest advantage to the students and college generally.

CAUSES OF COLLISIONS AND LOSS OF LIFE AT SEA.

TO THE EDITOR OF THE HERALD:

Being in the habit of frequently crossing the Atlantic I naturally feel considerably interested in any question which affects the safety of the ships by which I travel; and among all the inquiries into the causes of collision or accident there are two questions which I have never heard and which I think, from my experience, ought to be about the first questions asked, viz. :- First, had the officer in charge had sufficient rest to enable him to perform his duties with efficiency? Second, was he sufficiently sheltered from the weather to enable him to keep a good lookout and act with promptitude and decision in case of emergency? We shall take the first of these questions, and I

think we shall arrive at the conclusion that insufficient rest may be a very prolific source of danger. It is a pretty general rule, as far as my experience goes, that the officers keep watch and watch, This sounds plausible enough-twelve hours on deck and twelve below; and, until I made particular inquiries. I felt quite satisfied that this meant twelve hours' work and twelve hours' rest; but, upon inspection, this turns out to be a complete tallacy. To illustrate my meaning we will follow an officer round his duties for twenty-four hours, and see what actual time he can devote to sleep We will suppose that he commences his duties at tweive o'clock noon, and remains on duty until four o'clock. He then comes below until six o'clock, this time being too short for sleeping. He is on deck again from six to eight o'clock; below from eight to twelve o'clock. Now, from eight to twelve o'clock of course is four hours, but it is quite halfpast eight o'clock before a man can get to bed, as he has always some little thing to do after leaving the deck, and he is called at a quarter to twelve o'clock, thus having in this watch just three and a quarter hours for sleep. He then goes on deck from tweive to four o'clock, leaves the deck at four until eight o'clock. In this watch he gets to bed at half-past four o'clock, and is called at a quarter past seven o'clock to wash, dress and probably breakfast so as to be ready to relieve the deck at eight o'clock, thus having in his morning watch just two and three-quarter hours for sleep. On deck again from eight to twelve o'clock at moon, thus completing the twenty-four hours, having

nad six hours opportunity for steep, divided into two periods of about three hours each; while it may be wondered where he finds time to work his reckoning, &c., yet the log is kept and all the other duties go on with never failing regularity.

Now, I say that this time is not enough to devote to rest for men who while on deck (especially at night) are ever on the alert. I have asked the opinion of several eminent medical men on this subject, and the answer has been invariably the same—that the time is insufficient, more so on account of being divided into two periods.

Having stated the grievance I think it only right that I should suggest a remedy, and in this case happily it is at hand without entailing any more expense to owners or interfering in any way with the duties of the ship. Nearly all our first class steamers on the Atlantic have some three, some four and others five officers on board, with masters' certificates, all fully competent to keep a watch. Why not divide the watches into three? Or another way—if it be considered absolutely necessary to have the first and second officers divide the night between them, let them have plenty of rest during the day.

I am well aware that this is the case in some of the newly started lines, but way not adopted by all I cannot imagine. I am sure that passengers would leel themselves more safe having the assurance that the man in charge had had sufficient rest and was physically capable of performing his duties efficiently.

Secondly, and in my opinion of equal importance, is in many steamers the want of sufficient shelter from the weather afforded to the officers on the bridge, which, indeed, in some ships amounts to nothing at all; and I feel sure it is utterly impossible for any man under some circumstances to keep a sufficient lookout for lour hours. If any one doubts this assertion let him for experiment go in a gale of wind to the end of a wharf or jetty or any other exposed situation and, facing the wind and rain and sleet, try to keep a steady, continuous

at times either to lash themselves to their post or hold on with fingers nearly frozen with cold for four hours.

I am sorry to say that the old established lines are, as far as my experience goes, the worst fitted vessels in this respect, having nothing but a naked bridge with a rag of canvass in the middle of it, where the officer in charge of all these lives and valuable property holds on, trying to keep a good lookout, exposed to wind and hail and sea, his natural energy actually beaten out of him. It is simply brutal. No man could expose an animal in this manner without making himself liable to prosecution for crueity. But leaving these sufferings out of the question, I ask, is it safe, is it judicious to trust all this life and property to a man for the time physically incapacitated from using his faculties to the best advantage?

We will suppose a case. A light is seen and reported to be seen by the officer in charge, and he, not being able to make out its color by the naked eye, takes his glasses out of their case to ascertain, and they (the glasses) are immediately rendered useless by rain or salt water spray. What is to be done? Can any one tell me? Does this man put his helm hard-a-port or hard-a-starboard on a chance and trust to Providence? I have often wondered and I have often asked, but never had a satisfactory answer. I think all passengers in these vessels will agree with me that too good a shelter cannot be afforded to these men.

with me that too good a shelter cannot be shown to these men.

These vessels are regularly surveyed, their capabilities and qualifications kept up to a certain mark, and I think that while the surveyors are looking at the ship they ought also to inquire. How do you divide your watches at sea and what shelter is provided for the officers?

Hoping and trusting that these few lines, like bread cast upon the waters, may produce some good effect, I remain yours sincerely.

PREVENTION.

James Strang, of No. 216 West Forty-first street, and John McAuliff, who lives at the corner of Thirty-ninth street and Eleventh avenue, engaged in a fight yesterday afternoon, the result of which was Strang's being shot in the face by McAuliff. The wound is an ugly one and may prove fatal. The injured man was sent to Believille Hospital, but McAuliff made good his escape.

SHICIDE.

At two o'clock yesterday afternoon Mary Sheridan, sixty-three years of age, living at No. 10 Marion street, committed suicide by taking

SHIPPING NEWS.

WHITESTONE TELEGRAPH.

The New York Hayann has constructed a telegraph itna from New York city to Whitestone, L.I., and the same is now open for the transaction of business.

The line will be found of great service to those having

business with vessels passing to and from the Sound, and every facility will be given to merchants and others to

communicate promptly,
As there is no other telegraph communication with Whitestone, the Herald Line will be open for all business and private messages, and the same attended to with all possible despatch.

All messages must be prepaid.

The following rates have been established:

Private messages, twenty-five cents for ten words or ess; two cents for every additional word. Business messages—For a message of twenty words or less, to be delivered on board vessels off Whitestons, one dollar; five cents for every additional word.

Advertisements for the New York HERALD fre

Herald Office, corner Broadway and Annstract Herald Ship News Office, pier No 1 East River. Herald Branch Office, No 1235 Broadway. Herald Branch Office, corner Boerum and Fulton

At the Herald Branch Offices, corner of Boerum and Fulton streets, Brooklyn, and 1255 Broadway, New York, will be a bulletin of the arrival of all steamers daily

OCEAN STEAMSHIPS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTH OF FEBRUARY.

Steamer.	Sa	its.	Destination.	Office,
Manhattan	. Feb.	3	Laverpool	
Trinacria	Feb.	4.	(Glasgow	17 Bowling Green
Abyssinia	Feb.	4	Liverpool	4 Bowling Green
Westphona	. Pab.	5.	(Hamburg	61 Broadway.
Amerique	Fet.	7.	Havre	ite Broadway.
State of Georgia.	Feb.	7.	Glasgow	72 Broadway
Baltic		700	Laverpoot	119 Broadway.
Samaria		7	Liverpool	4 Bowling Green
Spain		7.		69 Broadway
City of Chester	Feb.	7.		15 Broadway
Mosel	Feb.	730		2Bowing Green
California		7	Ginsgow	7 Bowling Green
Goethe	IFeb.	10	hamburg	113 Broadway.
Minnesota		10.	Laverpool	129 Broadway.
America	Feb.	11	Bremen	2 Bowling Green
Italia.		11	Glasgow	7 Bowling Green
Calabria	Feb.	ii	Liverpool	4 Bowling Green
Thurmgia		12.		ol Broadway
Canada		14.	Liverpoot	69 Broadway
Australia		14.	Glaszow	7 Bowling Green
Hecia	. Feb.	14.	Liverpool	4 Bowling Green
City of New Yor		14.	Liverpool	15 Broadway.
Oceamc		14	Liverpool.	19 Broadway
Algeria		18.	Liverpool	4 Bowning Green
Caledonia	Feb.	18.	Glasgow	7 Bowling Green
Pommerania	Feb.	19		61 Broadway.
Republic	Feb.	1	Liverpool	19 Broadway.
City of Antwerp.		21		115 broadway
Egypt	Feb.	21.	Liverpoot	69 Broadway.
Marathon	Feb.	21		4 Bownny Green
St. of Penns'iv'a.		21	Ginsgow	72 Broadway
	Feb.	21	Havre	58 Brondway
Europe	Feb.	24	Hamburg.	113 Broadway.
Schiller	treb.	**	Zin dimani	tre broadway.
Almanac	for !	Nev	v York—T	his Day.

PORT OF NEW YORK, FEB. 1, 1874.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS AND BERALD WHITESTONE TELEGRAPH LINES. Remain Baitic (87), Kennedy, Liverpool Jan 22 and Queenstown 23d, with mase and passengers to RG Cor-is Jan 30, 820 AM, passed a brig-rigged steamship, round east; 31st, 5:39 PM, a 3-masted steamship, bound the Jan Sec. 1984, 5:39 PM, a 3-masted steamship, bound bound east; 31st, 5:39 PM, a 3-masted steamship Papar (Br), Grace, Liverpool Jan 21, with miss and 74 passengers to F W J Hurst. Jan 18, lat 44, lon 56:39, passed a National steamer, bound E. Mst. lat 41 l8, lon 63:50, a bark rigged steamer, do. Feb. 175 miles off Sandy Hook, passed an Anchor line steeps, 175 miles off Sandy Hook, passed an Anchor line steeps, 181 miles the steamship of the passengers to F W J Hurst. Steamship State of Georgia (Br), Cooper. Glasgow Jan 16 and Larne 17th, with mide and H passengers to Austin Baldwin & Co. Had heavy westerly gaies the whole passage. Steamship State of Georgia (57), Cooper. Chagow of the fail and Larne 17th, with md-s and Il passengers to Austin Baidwin & Co. Had heavy westerly gaies the whole passage; on the 27th met with mdse and & passengers to Celrichs & Co. Had strong westerly winds the entire passage; on the 27th met with a very sever storm from SW and NW. Jan 28, 6 PM, lat 43 & ton 50 35, passed a National line steamship, bound E. Steamship Emily B Sonder, Burdlek, New Orleans Jan 24, with mdse and passengers to Frederic Baker.

Steamship Herman Livingston, Maliory, Savaumah Jan 29, with mdse and bassengers to W Guntard & Co. 30th, 6 AM, Frying Fan shoats 10 miles SW, exchanged signals with steamship Morro Castle, hence for Havanat, same day, 2 PM, off Cape Lookout, exchanged signals with steamship City of Houston, hence for New Orleans.

Steamship City of Houston, hence for New Orleans, Steamship City of Houston, hence for New Orleans.

Steamship Oid Dominion, Walker, Norfolk, with mdse Steamship Oid Dominion, Walker, Norfolk, with mdse Soriotk, with mase and passengers to the Old Dominion Stramship Co.
Steamsnip Old Dominion, Waiker, Norfolk, with mase to the Lorlinard Steamship Co.
Steamship John Gibson, Winters, Georgetown, DC, with mase and passengers to J C Kenvon.
chip Mary Bangs (of Boston), Howes, Liverpool 42 days, with males to order. Made a southern passenge, and had moderate weather.
Ship Semiramis (of Portsmouth, NH), Gerrish, Leghorn Dec 8, with marble, rass, &c., to J Fabbricotti vessel to Pray & Dickens, Passed Gibraltar Dec 17, 224, latt 33, lon 1306, saw ship Emma, Logu Leghorn for Bosson; Jan

16, lat 21 21, lon 63 10, spoke schr Annie Murchie, from Philadelphia for Porto Rico. 15 days out. Bark Charles Dickens, ——, to Funch, Edye & Co.

BOUND SOUTH. Steamship Acusmet, Rector. New Bedford for New York, with indise and nascengers to Barling & Davis, Solir Alice & Alich, Bingnam, Bath for New York, with lumber to Simpson, Clapp & Co., Schr G M Wentworth, Collins, Calais for New York, with inumber to Jed Fry & Co.

Schr Sallie W Ponder, Thrasher, Taunton for New York, with malls to Parker Mills Co.

Schr Z Taylor, Hill, New London for New York.

Schr Carrie A Hix, Peck, New York for Rockland.

SAILED.

US steamer Juniata and monitor Dictator are still at inchor at the Southwest Spit.

Marine Disasters.

STRAMSHIP GLAUCH, of the New York Line, which was partially burnt and sunk at her wnarf at Boston on Friday, has been nearly ireed of water, and will be affoat his (Monday) morning. About one half of the cargo had been discharged on Sunday afternoon in a very damaged condition. The coffee, corn and beans on board burst their coverings, and a large part of those articles will be a total loss. Most of the iron is landed in good order. The cotton is all we tand partially burnt. OTHER. The cotton is all wet and partially burnt.

STEAMSHIF ALEXANDER LAYELLY (F7), from London for New York, ashore at Southampton, Li, was moved from her original position, and now lies broadside on the beach. Her cargo is being got out in good order.

BARK JOHN PARDEW (B7), from St John, NB, JAR 24, for Liverpool, put back to the island below St John, NB, 30th, in a leaky condition.

BRIG MACHIAS, BATTLET, at Portland JAR 30 from Matanzas, experienced heavy weather, split sails, and was blown off to Georges Bank. Had two of the crew frost-bitten.

BRIG FALCON, Smith, from St Lucia for Boston, with old iron, put into Nassau Jan 25 leaking badly, and with loss of sails; would probably undergo repairs. Schram & Susan & State Nasin, sairn, sailed from Nassau Jan 24 for Jacksonville, and put back on the 25th, leaking badly.

Baissot, Jan 18—The bark Caroline (of Poole), Hoare, from 8t Johns, NB, (deals) for London via Penarth Eoads, received counter orders for Bristol at the latter place and came up to Kingroud this morning waterlogged, and was grounded on the Swash awaiting dockmaster's instructions when to take her to Bristol. BRIDGEFORT, Jan 31—Nearly all the cargo of coal on board the schr Mercer, sunk some weeks since off Black Rock, has been removed.

Rock, has been removed.

GADE, Jan 15—The Casilda, from New York for Liverpool, which put in here leaky, needs repairs; her cargo is stightly damaged, and part of it has been discharged into hulks; remainder is on board.

GREENOCK, Jan 19—Yestorday afternoon and last night it blew a very heavy gale from west, during which the ship hiruce, for Pensacola. broke from her anchorage at the Tail of the Bank, and was driven on the Helmsburg shore, where she now lies.

NORFOLK, Jan 31—Schr Mary Morris, from Northwest River, with a cargo of railroad iron, bound to Alligator River, struck a snag on the 15th inst and sunk in a few minules in 4 fathoms of water. The crew lost all their clothing. Efforts are being made to get her afloat again.

Miscellaneous.

The purser of the steamship Baltic, from Liverpool, has

The purser of the steamship Baltic, from Liverpool, has our thanks for courtesies.

To the pursers of the steamships State of Georgia and

Denmark we are indebted for courtesies.

The purser of the steamship Hermann, from Bremen and Southampton, has our thanks for favors.

The cold weather of the past two days caused ice to form on Jersey flats, which spread itself on the rivers yesterday, being the first during the present winter, but it is of so light a nature as to cause no inconvenience. t is of so light a nature as to cause no inconvenience

whatever to the river traffic.

BARK JOHN STARR (Br), from St John, NB, for Sharp-ness, put into Little River previous to Jan 30, the mates, carpenter, steward and 5 scamen having deserted. SCHR CIRCLE, 42 tons, has been sold to Harvey Fanning Flanders, for \$3500, and she will hereafter hall from

that port.

SHIPSULDING—David B Bayles, of Setauket, LI, is under orders to build for Capt James Davis, of ship Adorna, a still larger vessel than the A, to carry over 150 tons, and that locust and frame timber has already been collected by Mr Bayles.

A E Smith, of Islip, LI, has on the stocks a first class yachor do fee keel for Albany parties; a, 25 foot keel and the contracted to build a schooner yacht of 85 feet keel, 22 foot keel each of the contracted to build a schooner yacht of 85 feet keel, 22 feet beam and 59 feet hold, for Wm H Langley, of Brooklyn, to be finished in time for the June regatta.

NOTICE TO MERCHANTS AND SHIP CAPTAINS.

Merchants, shipping agents and ship captains are in formed that by telegraphing to the HealD London Bureau, No. 46 Fleet street, the arrivals at and departures from European ports, and other ports abroad, of American vessels, the same will be cauled to this country free of charge and published.

Foreign Ports.

Foreign Ports.

NASSAU, Jan 25—Arrived, brig Falcon, Smith, St Lucia for Boston (see Disasters).

Put back 25th, schr Ann & Susan, Nairn, for Jackson-ville (see Disasters).

QUERNSTOWN, Feb 1, 11 PM—Arrived, steamship Adriatic (Br., Perry, New York for Liverpool. St Join, NB, Jan 30—Arrived, schrs Osseo (Br), Martin, New Yors, M F. W (Br), Walsh, do.

Put back to the "sland 30th, bark Jane Pardew (Br), French, for Liverpool, leaking.

Cleared 28th, schr -ahaina, Rowell, Cardenas for orders.

[Per Steamship Hermann.]

Alicante, Jan 12—Arrived, Thomas D Harrison, Cross, man, New York.

Annie, Dec 6—Passed, Guinevere, Anthony, from Manila for New York; Clausina, Rickaby, from Yokohsmanor do: Invincible, Fraithwaile, from Singapore for do; Sth. Toowoomba, Bot, from Cebu for do.

Anov, Dec 6—salle J. John C Monroe, Smith, New York, Bostos, E, Jan 17—Beared, Teodolinda, Razzio, Baltimore. MOFE.

BREMERHAVEN, Jan 15—Arrived, Rhein (8), Brickenstein, New York.

BONDEAUX—Sailed from Royan Jan 16, Somersct, Mc-BORDEAUX-Sailed from Royan San School, St Thomas Sailed, J B Wheeler, Faber, Cheribon, Carotte, Jan 16-Entered for ldg, R P Chapman, Pen-Campir, Jan 16—Entered for ldg, R P Chapman, Penglily, Havana.
Callais, Jan 18—Sailed, Wilhelm (8), Rose, Savannah,
Cagliari, Jan 8—Arrived, S Giacomo, Uafflero, New York,
Sailed 8th, Benvenuto, Durante, New York,
DEAL, Jan 17—Arrived, Margaret S Weir, Kitchin, Lon-

Deal, Jan 17—Arrived, Margaret S Weir, Kitchin, London for Cardiff and Savannah (and sailed); 18th, Republik, Fortmann, Hamburg tor New York (and anchored). Passed 17th, Progress, Stephens, from Antwerp for Key West (and was off Dover 18th).
Off 17th, Margie L Carvill, McIntosh, from Texel for Balumore, Others, Alberts, from Bremen for Savannah. Dualix, Jan 17—Arrived, Antoinetta, Stepanovich, New York; Moderato, Marini, do; Monte Tabor, Razeto, do; 19th, conoma, Newberry, San Francisco.
Dusbalk, Jan 17—In port Frio, Ohlsson, for Galveston, ready for sea.
Dunkirs, Jan 18—Sailed, Magellan, Carllson, Baltimore, Falmotter, Jan 19—Arrived, Vindex, Parkhouse, Philadelphia. Pearly for sea.

Dukenk, Jan 18—Sailed, Magellan, Carlison, Baltimore. Falmouth, Jan 19—Arrived, Vindex, Parkhouse, Philadelphia.

Sailed 18th, Investigator, Ford (from Dunkirk), Charleston or New York.

GLOUCKSTER, Jan 17—Sailed, M. A. Marshal, Tucker, Savannah; Alma, Ehristensen, Pensacola.

Hanguag—Arrived at Cuxhaven Jan 15, Premier, Merithew, Howlands Island.

Helvor, Jan 17—Cleared, Boylesta, Aaronsen, New York.

Sailed 17th, Snow Quien, Roy, Cardiff (has been reported cleared for New York).

Hanguage and He-Arrived, Montebello, Kelly, New Orleans; 17th, Koin (s), Bingk, Bremen (and cleared for Havanna and New Orleans).

Cleared 16th, Francis P. Saze, Urquhart, New Orleans; 17th, Koin (s), Bingk, Bremen (and cleared for Havanna and New Orleans).

Cleared 16th, Francis P. Saze, Urquhart, New Orleans; 17th, Norlok, Griffiths, Southwest Pass; Traveller, Scott, Cardiff and Savannah; Star of Brunswick, Pierce, Cardiff, Liverpool, Jan 13—Arrived, Nelle Wise (s), Green, New York; Kong Swerre, Aske, Charleston (not arrived 9th, as incorrectly reported by cable; 18th, Nicholas Tunyer, Crosby, Norlok; Calabria (s), McMickan, New York; Heimdal, Cristophersen, Philadelphia, sailed 17th, Gelie (s), Jennings, New York; State of Mississippi (s), Roberts, New Orleans.

Cleared 17th, Delac, Paulsen, Philadelphia, Entered out 17th, C C Van Horn, Hooker, for Havana; Wisconsin (s), Freeman, New York.

London, Jan 17—Arrived, Pace Schlaffino, Onetto, New York: The Mississiphia, Malkelsen, Galver on.

Sailed 17th, Gelie (s), Jennings, New York: Cleared 17th, Francisco; Nelson, Sott, New York: Annia, Mikkelsen, Galver on.

Sailed 17th, Gelie (s), Jennings, New York: Cleared 17th, Francisco; Nelson, Sailtimore, New York: Annia, Mikkelsen, Galver on.

Sailed 17th, Gelie (s), Jennings, New York: Cleared 17th, Francisco; Nelson, Baltimore, New York: Annia, Mikkelsen, Galver on.

Manseilles, Jan 18—Arrived, Alfred, McLellan, Philadelphia.

Manseilles, Jan 15—Arrived, Schamyl, Snow, Philadelphia.

MARSEILLES, Jan 15-Arrived, Schamyl, Snow, Philadel-MARSHLLES, Jan 19—Afrived, Schamyl, Show, Fhiladerphis.

Melmourre, Nov 6—Afrived, Minna Bell, Gliddon, Sau
Melmourre, St. Galatea, Tisdale, New York; 21st, Cambridge, Hughes, Croscent City; 27th, Washington Libby,
Hansen, Puzet Sound; Benjamin Aymar, Slocum, Sar Francisco; 28th. Geean Pearl, Bruce, do; Dect, Carrie Reed, Crowell, Swartwick.

Sailed Nov 23. Flying Eagle, Crowell, Hong Kong;
Alma, Patching, Bull River; Dec 4, Mindora, Bragg,
Newcastle; 5th, Wakefield, Carver, Sydney.

NewCastle, Jan 16—Entered out, Wave Queen, Peak,
for Boston.

PLYMOUTH. Jan 17—Sailed 17th. Maggie, Gale (from Lonor Boston.
PLYMOUTH, Jan 17—Sailed 17th, Maggie, Gale (from London), Bull. River. don), Bull River. Sailed 17th, Maggle, Gale (from Lon-Portland, Jan 17—Put into the roads, Sendemanden, Larsen, from London for Savannah.
Shiklos, Jan 17—Sailed, Ruma, Begna, New York; Geo Booth, Scaman, Galveston.
Synker, NSW, Nov 12—Arrived, Harvest Home, Dickey, Montevideo; 28th, Edward James, Waggoner, Portland, O.
Sailed Nov 15, Market 1988.

Dickey, Montevideo; 20th, Edward James, Waggoner, Portland, O. 15, Atalanta, Avery, San Francisco.
TRURO, Jan 17—Salled, Auxiliar, Love, Pensacola.
WARRENFOINT, Jan 16—Norma, Reneick, Doboy; Da Capo, Henderson, New York.
WATERFORD, Jan 17—Salled, Christianta, Bionness, New Urleans; Attensitieruen, Evensen, New York.

letts, Philadelphia.

Also arrived 31st, steamships Gen Whitney, Hallett,
New York: Aries, Welden, Philadelphia.

Feb 1—sailet, steamships Centipede, and Norman.
The schra Bessee, and B F Lowell still remain in the BALTIMORE, Jan 31-Arrived, steamer Wm Wood-ward, New York BALLINOUE, Jan 31—Arrived, steamer Wm Woodward, New York, Cleared—Steamer Josephine Thompson, New York, Schrs Sarah Wood, Campbell, Savannah; Helen A Ames, Endicott, Boston; C C Lane, Lane, New Haven; Wenonah, New York, Wm Masen, French, Boston, Sailed—Barks Anna Oneta, and Ricardo, for Queenstown; "C F Bauer," West Indies; schr Louise Crockett, Barbados.
Feb 1—Arrived, steamers Canadian (Br), McKenzie, Liverpool via Hallfax; Martha Stevens, New York; Utility, Allyn's Fomt: brig C M Goodrich, Zaga.
BATH, Jan 30—Arrived, schr Saulla, Rivers, Satilla River.

BATH, Jan 30-Arrived, schr Sahilla, Rivers, Sahilla River, CHARLESTON, Jan 29-Arrived, bark Falke (Ger), Scharmberg, Liverpool, Cleared-Schrs Addie Jordan, Leavitt, Cardenas; M E Mangam, Ridgeway, Baracoa, Sahed-Bark Brazil (Br., Prout, Liverpool, Feb!-Arrived, steamship Georgia, Crowell, New York: bark Famila, Havre, Sahed-Ship Livingstone (Br), Crosby, Liverpool; bark Nellie T Guest (Br), Messenger, Havre; brig Panchita, Barcelona; schr M. Sewell, New York: DANVEES-FURT, Jan 30-Arrived, schr W B Baker, FALL RIVER, Jan 30-Arrived, schr Sami L Crocker, Frasher, Hoboken. Thrasher, Hoboken.
GREENPORT, LI, Jan 29—Arrived, schr T S Rogers,
Harris, New York.
Sailed—Schr M Smith, Preston. Napeague, to load
guano, supposed for a southern port.
NEW URLEANS Jan 22—Arrived un steamship Tomas.

(Br., Arnet, Bonacco.
Arrived at the Passes Feb I, steamship Mississippi,
Crowell, New York; shins Protein (Br.) Murphy Liverpool; Victory (Br., Froud, do; bark Twillight (Br.), Hattrick, do. NORFOLK, Jan 30-Arrived, schr Virginia Dare, De-

Laney, Baltimore, NEWBURY POHT, Jan 30—Sailed, bark Sylvia W Swa-sey, Nichols, Cardenas, NEW BEDFORD, Jan 30—Sailed, schr Hattie Perry, Chase. Philadelinia.
NeWPORT, Jan 29. PM—Sailed, schr Emma D Finney, NeWPORT, Jan 29. PM—Sailed, schr Emma D Finney, New Pork, Sailed, schr Emma D Finney, Simonson, New York for Providence: Edwin Collyer, Simonson, New York Sith—Arrived, schrs Carrie Stetson, French, Baltimore for Providence; Edwin Collyer, Simonson, New York For do.

Sailed—Schrs Johnnie Meserve, French, from Rockland for New York: Edward Rich, Barker, from Boston for Virginia; Flora A Newcomb, Harding, Salem for do; Nil Desperandum, Goodspeed, Providence for do; Dreadnaught, Saunders, do for New York: Julia, Perry, Fali River for do; S S Smith, Snow, Warcham for do; A S Wilder, Paine, and Alice Raymond, Faine, Boston for Virginia: Florence Dean, Philips: Ann L Lockwood, Williams, and Bill Stowe, Manson, do for Baltimore; Z A Paine, Jones, Eastport for New York.

Also exiled. schrs L Holway, Bryant, Providence for New York; Breeze, Bartiett, Fall River for do; K C Bankin, Hall, Pornand for Savannah, Ann Amelia, Allen, Somerset for New York; Breeze, Bartiett, Fall River for do; Com Kearney, Mason, Somerset for do.

In Dorf-Schr Geo Geborne, Hix, Irom New York.

Jist, AM—Arrived, schrs S J Smith, Baldwin, New York, Gr Somerset; G W Wentworth, Collins, Calais for New York, W LONDON, Jan 31—Arrived, schrs G C Sadler, Hoboken; Blackstone, New York for Providence; Hattie Perry, New Bedford for New York.

NEW HAVEN, Jan 33—Arrived, schr Salitha & Hannah, Dill, New York (and sailed same day to return). Sailed—Schr M M Hamilton, Smith, New York.

ORIENT, LI, Jan 24—Arrived, schr Gamma, Guptill, Providence, to load for Savannah; Salled—Schr M Hamilton, Smith, New York.

ORIENT, LI, Jan 24—Arrived, schr Gamma, Guptill, Providence, to load for Savannah; Salled—Schr M Hamilton, Smith, New York.

ORIENT, LI, Jan 31—Arrived, schr Gamma, Guptill, Providence, to load for Savannah; Salled—Schr M Hamilton, Smith, New York.

ORIENT, LI, Jan 31—Arrived, schr Gamma, Guptill, Providence, to load for Savannah; Salled—Schr M Hamilton, Smith, New York.

ORIENT, LI, Jan 31—Arrived, schr Gamma, Guptill, Providence, to load for Savannah; Salled—Schr, Marrived, Schr Gamma, Guptill, Providence, Schr Emma M Fox, Case, Portand, PoRTLAND, Jan 39—Cleared, brig W H Bickmore, Blekmore, Cardenas.

Sa

Peb 1—Arrived, steamsinp Nova coolad.

Liverbool.

SAN FRANCISCO, Jan 24—Arrived, steamship Macgregor (Br), Grainger, Sydney, via Fiji and Honolula;
barks Union, Nelson, Nanaimo; Modoc mew), Johnson,
Utsalady.
Cleared—Ships John Bright, Hadley, Antwerp; Merwanjee Framjee (Br), Bidwell, Queenstown; Essex (Br),
Pearse, Cork.

Nadled—Ship Niphon (Br), Carpenter, Queenstown; Parise, Gork.
Sailed—Ship Niphon (Br), Carpenter, Queenstown;
Sailed—Ship Niphon (Br), Carpenter, Queenstown;
Bark DC Murray, Fuller, Honolulu
SAVANNAH, Feb 1—Arrived, steamship Gen Barnes,
Cheeseman, New York; bark Annie Burrill (Br), Blauvelt, Antwerp; brig Fenix (Sp), Encenat, Havana.
Sailed—Steamships (8), Leighton, Liverpoot; San Jacinto, Hazard, and Huntsville, Crowell, New York; ships
Blue Jacket, Grozier, New York; Oasis (Br), Raymond,
Bremen; barks Ragna (Nor), Larsen, Cronstadt; Crimen
(Br), Giver, Liverpoot Bremen; barks Ragna (Nor), Larsen, Cronstadt; Crimea (Br), Giover, Liverpool, SALEM, Jan 30-Arrived, schr Ida R Freeman, Whorf,

SALEM, Jan W. Tangier.

Tangier.

WILMINGTON, NC, Jan 30—Cleared, schr George H.

Sanire. Haley, Jacksonville, to load for New York.

A BSOLUTE DIVORCES OBTAINED FROM DIF-ferent states for desertion, &c.; legal everywhere, no publicity required; no charge until divorce granted-advice free. M. HOUSE, Astorney, 194 Broadway. A BSOLUTE DIVORCES OBTAINED IN DIFFERENT States—Desertion, &c., sufficient cause; no publicity; charge until divorce is granted; also Notary Public. FREDERICK I. K.NO., Counsellor at Law, 63 Broadway.

-HERALD BRANCH OFFICE, BROOKLYN, COR-ner of Fulton avenue and Boerum street. Open from 8 A. M. to 9 F. M. On Sunday from 3 to 9 F. M. ROYAL HAVANA LOTTERY.

COPY OF OFFICIAL DRAWING OF JANUARY 24, 1874-CLASS 918.

COPY OF OFFICIAL DRAWING OF JANU	24, 1874—CLASS 918	No. Prize,		Sol.	764.	100.	13745.	300.	19884.	300.	2021.
Sol.	764.	100.	13749.	300.	2011.	500.	2024.				
Sol.	7762.	530.	1474.	300.	2015.	300.	2024.				
Sol.	7772.	530.	1473.	300.	2019.	300.	2031.				
Sol.	7762.	530.	1473.	300.	2019.	300.	2031.				
Sol.	7760.	300.	14134.	300.	2019.	300.	2031.				
Sol.	7899.	300.	14134.	300.	2020.	300.	20432.				
Sol.	7899.	300.	14134.	300.	2020.	300.	20432.				
Sol.	7899.	300.	14134.	300.	2021.	300.	20432.				
Sol.	7899.	300.	14134.	300.	2021.	300.	20432.				
Sol.	7899.	300.	44134.	300.	2025.	300.	20442.				
Sol.	7899.	300.	44134.	300.	2025.	300.	20442.				
Sol.	7899.	300.	44142.	300.	2025.	300.	20442.				
Sol.	300.	44142.	300.	2025.	300.	2045.					
Sol.	300.	44142.	300.	2025.	300.	2054.					
Sol.	300.	44142.	300.	2025.	300.	2054.					
Sol.	300.	44142.	300.	2025.	300.	2054.					
Sol.	44147.	300.	2022.	300.	2054.						
Sol.	44147.	300.	2022.	300.	2054.						
Sol.	44147.	300.	2022.	300.	20738.						
Sol.	44147.	300.	2022.	300.	20738.						
Sol.	44147.	300.	2022.	300.	20738.						
Sol.	4218.	300.	44638.	300.	2025.	300.	2024.				
Sol.	4218.	300.	44638.	300.	2025.	300.	2024.				
Sol.	4218.	300.	44645.	300.	2025.	300.	2024.				
Sol.	4218.	300.	44645.	300.	2025.	300.	2024.				
Sol.	4319.	300.	44645.	300.	2025.	300.	2024.				
Sol.	4319.	300.	44648.	300.	2025.	300.	2024.				
Sol.	4319.	300.	44648.	300.	2025.	300.	2024.				
Sol.	4319.	300.	44648.	300.	2025.	300.	2024.				
Sol.	4319.	300.	44648.	300.	2025.	300.	2024.				
Sol.	4319.	300.	44648.	300.	2025.	300.	2024.				
Sol.	4319.	300.	44648.	300.	2025.	300.	2024.				
Sol.	4319.	300.	44648.	300.	2025.	300.	2024.				
Sol American Ports.											

BOSTON, Jan 31-Arrived, steamship Centipede, Wil-

APPROXIMATION PRIZES.

(Signed)-El Administrador Central, P. E. VICTOR DE PAGES. Prizes cashed. Circulars of full inform